It is due to the Coroner's seemingly inexhaustible energy and systematic manner of doing his work that the caring for the dead proceeded with so little confusion and such regularity. Not one error was made in the arrangement of the bodies at North Brother Island.

MANHATTAN CORONERS MIX THINGS UP A representative of Coroner O'Gorman visited the big temporary morgue at Twenty-sixth street yesterday afternoon and the report he brought back made Coroner O'Gorman throw up his hands in disgust. According to this emissary of the Coroner the Manhattan Coroners had seen fit to change altogether the system agreed on by Coroner O'Gorman, Police Commissioner McAdoo, Dr. Darlington and others at North Brother Island.

They had thought out the plan of tagging the bodies numerically, and at the same tim tagging the valuables found on the body with a number corresponding with that attached to the corpse. In this way the relatives after identifying their dead could go to the office of Coroner O'Gorman and reclaim the property of the dead.

At the Bellevue morgue the Manhattan Coroners had the bodies arranged for identification in wooden coffins, each of which was numbered as it arrived at the Fast Twenty-sixth street dock. Little or no attention was paid to the tags already on the bodies and in most instances the tags were torn off. When the body was identified there, it was registered on being taken away according to the number on

O'GORMAN ANGRY CLEAR THROUGH. "Isn't this a fine state of affairs?" said Coroner O'Gorman when he heard of the action of the Manhattan coroners. "At my office there is about \$200,000 worth of jewelry, money and other personal effects. Now, how are we going to ever tell to whom all this stuff should be given?"

The Coroner was angry and he didn't

deny it. He left North Brother Island for his home at 11:30 o'clock last night. He said that no more work would be done for the night. Word was received about this time from the men at work on the wreck that they had been unsuccessful in locating any more corpses and would make no attempts to search the wreck last night.

PLANS FOR TO-DAY'S SEARCH. "I am of the opinion," said Coroner O'Gorman as he left for home, "that there are probably 100 bodies in the water off the North Brother Island shore. The men have grappled and searched thoroughly but it is natural to expect that many bodies are still at the bottom between the island

shore and the wreck. The work of grappling and searching will be continued, beginning early to-morrow, and what bodies as are not brought to the surface in this way, I think, will come up in the course of a few days, especially if we have a few days of warm weather.

"In the morning I will go out to the wreck with the divers and will order them to search not only for the dead, but for such life preservers as may be lying among the wreckage. These will all be examined and will be used as evidence when Coroner Berry and I hold the inquest to fix the responsibility, and if possible determine the cause for so many lives being lost."

Dr. Darlington left North Brother Island for his home at 7 o'clock last night. He, too, had been constantly on duty since the dead were first carried out of the water, some thirty minutes after the Slocum was

THE ENGINEER'S WHEREAROUTS. Conkling Wasn't Killed, but the Officials Can't Find Him.

One of the few members of the crew of the General Slocum who escaped injury in the disaster and escaped questioning afterward when a hunt for the crew was made oner Berry of The Bronx is looking for Conkling and so is Assistant District Attorney Garvan. Neither of them got on his track yesterday, though it is not un-Mkely that he may be at his home at Cats-

Socur almost since the day she started running. He is a middle-aged man and has had plenty of experience. For the pas three winters he has been assistant enginee at the Lincoln Hospital, 143d street and Concord avenue. The Bronz. The Lincoln Hospital was the nearest hospital to the scene of the disaster and there many of the

victims were taken.

It was learned at the hospital yesterday that about 2 o'clock Wednesday afternoon after the hospital had received its last patient from the wreck, Conkling turned up He was hatless and coatless. What clothes he had on were soaking wet.

The superintendent thought that h wanted treatment. Instead, however, all that he wanted, according to the story told at the hospital yesterday, was \$10. He said he wanted that to get home with.

"Conkling told us," said the engineer s the hospital yesterday, "that he had stuck ost until he was forced out by the are, and I believe he did, because he los \$300 which he could have saved otherwise The money, his savings for several months, was in the inside pocket of his coat hanging up in a locker in the engine room. The engine room is aft.

Conkling said that the first he knew of the fire was when a deckhand came running aft and said the boat was ablaze up in the bow. Then he got a warning nals. A second later the captain told him to put on all steam. All this time Conkling said the smoke was pouring into the engine

room and it was getting hotter and hotter. "But with all steam on Conkling said he didn't dare to quit. That might have meant an explosion. He knew just what the captain was trying to do, he said, and that meant that he must stick as long as

"Just before the boat was beached he saw that he couldn't hold out any longer and then it was too late even to get his coat, All he had time to do, he said, was to run and jump overboard. Then he swam to.

shore and came here. "But you can bet your sweet life, from what Conkling said, nobody could have stayed in that engine room after he quit. He said that the fire didn't start in the endidner of the country here near it."

gine room or anywhere near it."

Conkling didn't stay at the hospital more than ten minutes. He told the superintendent that all he wanted to do was to get some clothes and get to his home in Catakili, after he had seen the officers of

Cataldii, after he had seen the officers of the company.

At the offices of the company yesterday inquirers for Conkling were told that he was at a hospital in The Bronx.

Caroner Berry said yesterday that he understood Conkling had made a statement to the officers of the company, but that he company tell where he lived. The Coroner had men out yesterday with a subpona for Conkling, directing him to appear last evening. Conkling's name was not on the list of injured at the Lincoln Hospital.

CATSEILL, N. Y., June 16 .- Efforts to find Engineer Conking here to-night were unsuccessful. A telegram was sent to him to-night by the owners of the Slocum telling him to appear at their office in New York to-marrow by 9 o'clock.

terday morning, when he retired. He SEEKING TO FIX THE BLAME,

SLOCUM'S FIRE HOSE ROTTEN, MATE FLANAGAN SAYS.

county and Federal Investigation Under Way-Mr. Garvan Questions Witnesses -Life Preservers Untested for 18 Years-Use of Granulated Cork Permissible—Lifeboat and Raft Equipment-No Effort to Use Them.

What action, if any, District Attorney erome will take on the burning of the General Slocum has not been decided. Beyond expressing his horror at the disaster, Mr. Jerome refused to say anything about it yesterday before he left for his home at Lakeville, Conn. He will be away

until next Monday. The investigation started by Assistant District Attorney Garvan on Wednesday will be continued in the mean time, in the effort to find whether there is cause for the District Attorney to act. Mr. Garvan is being assisted by former Fire Marshal

A number of witnesses were examined, including persons employed by the company, witnesses of the fire, survivors and men employed on the boat. Of these the most important examined yesterday was Edward Flanagan of 445 West Twentyeighth street, who was the first mate of the Slocum.

Another man whom Mr. Garvan wants to get hold of is Conkling, the engineer of the boat.

The District Attorney's office learned that he escaped, although it was at first re-ported that he had been burned to death in his engine room. A story that there was an explosion in the boiler room before the fire is one of the things about which he is to be questioned.

HOSE ROTTEN, MATE FLANAGAN SATS. Mr. Garvan refused to tell anything of Flanagan's story; but after he had been interviewed by Mr. Garvan, Flanagan told

this story to the reporters: "I was standing amidships when I was told of the fire by a deckhand, I ran and told the engineer and the captain. The fire was burning pretty fast then and I yelled to them: 'The boat is gone.'

"Then I started in to fight the fire. I ran for the fire fighting apparatus and took charge of it. We endeavored to calm the terrified women and children, but it was useless. Every second the confusion and terror increased. Children and women ran past us with burning olothes.

"I grabbed a fire hose and tried to work it. The hose seemed to be a brand new one. For a few seconds a thin, weak stream drizzled from the nozzle, and then the whole thing burst. It broke in a dozen

places, and then it was no good at all.

The next thing I remember I saw four women jump or fall overboard. Second Engineer Brannan plunged after them and then I jumped. Of the four women three were dead before we could get to them.

THINKS FIBE STARTED IN LAMP ROOM. "Then Steward Michael Graham jumped. We could have saved him, but he had tried to save a lot of silver, about \$1,000 worth, and this weighted him down. We recov-

ered his body later. "I stood in the water for two hours and dragged in body after body. Then I fell in a faint and was dragged ashore. My clothes were almost burned from my body. Before the fire started I had \$19 in bills in my pocket. The money was washed away

"Finally I was taken home, and then I fainted again. I believe that the fire started in the lamp room, but what started it I do not know.

Assistant District Attorney Garvan will also investigate the question of the condition of the life preservers on the Slocum.

CORONER BERRY WANTS CREW'S NAMES Coroner Berry worked hard all day yesterday preparing for the inquest, which will begin at 11 o'clock on Monday morning He had a large staff of clerks and subpæna servers hunting up the witnesses, and in order to simplify matters he decided to hold an informal investigation last night.

He sent out to learn who were the members of the crew of the General Slocum. He made application to the officers of the Knickerbooker Steamboat Company for the names and addresses of the crew, but the officers declined to furnish this list. They did give, though the names of the crew

Later in the day ex-Assistant District Attorney McManus notified Coroner Berry that Black, Olcott, Gruber & Bonynge the firm with which he was connected had been retained to represent the steamboat company at the inquest. McManus said that he was sorry that the addresses of the orew had been refused but he assured Coroner Berry that he would produce all the men at the inquest or at any time that Coroner Berry wished to examine

The Coroner's office is to be kept open at night as long as necessary. Last night John W. Fleming, inspector of boilers, who had been sent for, visited the Coroner and told what he knew of the condition of the General Slocum. This informal investigation will be continued in secret

to-day. Coroner Berry would very much like to find Henry Lumberg of the steamboat inspectors' office, who inspected the General Slocum last month. Inquiries have been made for him at his home in Breoklyn and at the office of the steamboat inspectors in the Whitehall building, but he cannot be found. It is said that he has gone to Perth Amboy on business.

BAT BOAT'S EQUIPMENT WAS ALL RIGHT. Stories that the life preservers were rotten have been told by a number of the survivore

In spite of these stories the officials of the Knickerbooker Steamboat Company and of the Federal Steamboat Inspection Service declared yesterday that the equipment of the burned vessel was up to the

standard required by law. It was admitted that many of the life preservers were made of ground cork instead of solid cork, and that some-most of them, perhaps-had not been tested in thirteen years. When asked as to the condition of the life saving and fire fighting apparatus on the Slocum, Robert S. Rodie. supervising inspector of the Second district,

dition as far as these things were concerned The official reports of our inspectors show it. This, however, will not prevent my department from making a rigid investigaion into every branch of the accident."

LIPE PRESERVERS NOT TESTED IN 13 YEARS Gen. James H. Dumont of the Board of inspection of Steam Vessels said that the life preservers had been examined thirteen years ago, when the Slocum went into comnission, but that they had not been tested for buoyancy by the inspectors since. He declared that they had been manufactured under Government supervision and had been

submitted to a rigid test.

"Don't you think the covering of life pre servers should be replaced inside of thirteen

years?"
"Well, we have to take the word of our inspectors," was the reply. "We cannot

personally examine every piece of equip-ment put on a boat. I know that the Knickerbocker company voluntarily replaced 300 of the old preservers with new

ones this spring."

Gen. Dumont said he did not believe a story that some of the life preservers picked up after the disaster were marked Edwin Forrest, a boat lost forty years ago.

"I cannot understand how a Forrest life preserver could have been on the Blocum," he said. "Nor do I know anything as to the truth of the statement that some of the preservers were fastened with wire that could not be easily broken.".

Gen. Dumont admitted that his office

was responsible for the clean bill issued to the Slocum. "Our work bears the indorsement of the supervising inspector at Washington," he continued. "The granu-lated cork used in life preservers has been repeatedly tested, both here and in Washington, and never found wanting. We have had them tested for a week or ten days at a time with twenty pounds of iron attached, and they did not sink or show any signs of waterlogging."

LAW COMPLIED WITH, BARNABY SAYS. "Were the life preservers rotten?" was asked of Frank A. Barnaby, president of

the Knickerbocker Steamboat Company by a Sun reporter yesterday afternoon. "I don't know how they could be, although I have no personal knowledge on the subject," he replied. "All that I know is that we complied with the law. Otherwise we would not have been allowed to put the General Slocum into commission. The trustworthiness of the entire apparatus was certified to by Government inspectors

duly commissioned for that work.

"We did everything possible for the safety of our passengers. The Government in spection of our boats has always been very rigid, and we have had to pay considerable money to satisfy the requirements. Some of the life preservers were new and some were old, but all had been passed as serviceable by the inspectors They were held up well within reach by two wires, and there could have been no trouble in getting them down. Passengers in a panic are likely to ignore life preservers or

to tear them to pieces."

Mr. Barnaby admitted that there were but six lifeboats, and four rafts aboard the Slocum. These, a reporter figured, would hold not more than 260 persons, all told. "I can't say as to that," remarked Mr Barnaby.

LIFEBOATS AND RAFTS NOT USED. He said that the lifeboats could have been easily launched and that the rafts were al ready to be slid off their racks into the water. Asked why they were not launched, he replied that he did not know, but he ventured the assertion that some persons were killed in the efforts of the crew to get at the rafts and the lifeboats.

Rivermen said yesterday that it was not to be wondered at if the Slocum's life preservers were unfit for service. It was pointed out that most of them had been stored aboard for thirteen years, winter and summer, without being disturbed. The boat lies at Erie Basin in winter, and it was impossible to prevent the weather from getting at the preservers. As a result their covering became mildewed and rotted.

Statements that the life preservers on board the Slocum were not "rotten" Coroner Berry of The Bronx believes can be utterly disproved by the production at the inquest of two life preservers which were found on the sunken steamboat.

CONDITION OF LIFE PRESERVERS.

These life preservers were taken to the Coroner's office in The Bronx yesterday, where they will remain until they are needed. They were apparently very old. One of them bore this lettering, just decipherable on account of its age: "Passed. U.S. Assistant Inspector, June

It was only necessary to run a finger nail over the mildewed canvas of this life preof powdered cork. There were great rips it when the life preserver was found One of the straps which go over the shoul-

der had rotted off. The other life preserver was practically in the same condition. If it had been "passed in June, 1891," the mark had become obliterated.

"I intend to find out," said the Coroner vesterday, "who allowed such a life preerver to remain on board that boat.

When Inspector Rodie heard that the Slocum was afire, he went up to the scene on the steamer William E. Chapman of the Merrit-Chapman Wrecking Company. He also advised George Uhler, Supervising Inspector-General of Steamboats at Washington, of the disaster by wire. In a letter to the supervising inspector vesterday he described the position of the Slocum as

follows:

The wreck is lying off Hunt's Point, from the beach at a distance of about 700 feet, and about 1,200 feet W. Y. N. from Hunt's Point buoy. She is lying on her port side at an angle of about 45 degrees.

All that remains above the water are the starboard paddle wheel house, two smokestacks, the steam whistle, one of her masts, a part of her stem and the upper part of the starboard hog frame. The paddle wheel house was charred on the forward end, and in places burned through; the hog frame was badly burned.

REPORT TO GEN. UHLER. In his report Mr. Rodie also said:

The steamer General Slocum was certificated in the office of the local inspectors at New York on May 7, 1904, and allowed to carry 2,500 passengers. She is a wooden vessel of 1,284 gross and 1,013 net tons; built in Brooklyn in 1891. Her crew consists of W. H. Van Schaick, master: one mate, two pilots, two engineers, four firemen, one watchman, seven deck crew, and two oliers; total, 28; and in addition, in the steward department, are three persons. The records of the office show that her equipment consists of 2,550 life preservers in sight within easy reach; six lifeboats, size 22 feet 3 inches long, by 6 feet 1 inch wide, by 2 feet 3 inches long, by 6 feet 1 inch wide, by 2 feet 3 inches long, by 6 feet 1 inch wide, by 2 feet 3 inches long, by 6 feet 1 inch wide, by 2 feet 3 inches deep, all metal boats; and two Barstow life rafts and two cylinder rafts.

All the boats are swung under davits. She was supplied with two hand fire pumps, capacity 4x8, double acting, and a double acting steam fire pump, 8 inches diameter of plunger and 12 inches stroke; capacity 903 cubic inches, located in the crankroom on the main deck; with 400 feet of 2½ inch hose and 200 feet of 25, inch hose, all in good condition, with water pipes and hose connections to the upper deck. In addition she is supplied with 90 fire buckets, 3 water barrels, 4 water tanks and 10 fire axes.

The report in the back of the hull inspector's book shows that the vessel had a general overhauling since the last inspection (previous to 1904), and is in good condition and seaworthy for her route. Her route permitted her to navigate the waters of the bay and harbor of New York and rivers tributary thereto, Long Island Sound, and coastwise between Rockaway Inlet and Long Beach. Under pilot house equipment the records show that the vessel is supplied with iron rods and wire rope on the wheel.

Every effort will be made by this office, and as soon as practicable, to investigate the cause of this unfortunate and dreafful acc In his report Mr. Rodie also said:

WASHINGTON ORDERS AN INVESTIGATION.

WASHINGTON, June 16 .- Secretary Cortel you of the Department of Commerce and La-bor has directed George Uhler, Supervising Inspector-General of the steamboat inspec-Inspector-General of the steamboat inspection service, to make a thorough investigation of the Slocum disaster to determine whether the law had been complied with in regard to the inspection of the vessel by the Government. The investigation is to be conducted by Gen. James A. Dumont and Thomas W. Barrett, constituting the local board of steamboat inspectors in New York.

fork.

Mr. Uhler said to-day that the investiga Mr. Uhier said to-day time the investion would be thorough and every eff would be made to find out if there had be any laxity whatever in the inspection of should be any laxity whatever in the inspection of should be any one connected with

Not every man whose head is adorned with a stylish, becoming straw

KNOX HAT

ported from Milan, where it is selected by deft fingers of Italy's sun-tanned daughters. "Sennits," Mackinaws, Panamas, Milans, all the correct creations in straw hats at the KNOX Stores. Agencies in all the principal cities in the world.

GENEROUS AID AND SYMPATHY

MAYOR NAMES COMMITTEE TO RAISE RELIEF FUND.

Many Messages of Condelence and Proffors of Assistance—City of Glasgow and Sir Thomas Lipten Heard From -Mayer to Paster-Meeting To-day.

Mayor McClellan issued yesterday this

To the Citizens of New York: The appalling disaster yesterday, by which more than five hundred men, women and children lost their lives by fire and drowning, has shocked and horrified our city. Knowing the keen sympathy of the people of the city of New York with their stricken fellows, I have appointed a committee of citizens to receive contributions to a fund to provide for the fit and proper burial of the dead, and for such other relief as may be

The following gentlemen have been asked Morris K. Jesup.
Jacob H. Schiff.

Herman Ridder, Charles D. Dickey. Robert A. Van Courtlandt, Erskine Hewitt. Joseph C. Hendrix, Thomas Mulry. John Fox.

John Weinacht, H. B. Scharmann. Until the committee has had an opportunity to organize, I shall be glad to receive contri-

butions at the Mayer's office.

As a sign of mourning I have ordered the flags on the City Hall to be put at half mast.

GEORGE B. MCCLEILIAN, Mayor.

TO ORGANIZE AT ONCE.

"Just as soon as I receive the acceptances of the men I have named to serve on the committee," the Mayor said later, "I will myself call a meeting of the committee in order that it may organize without delay. I hope to have all the acceptances early to-morrow. After the organization of the committee, I will leave to that body the work of raising relief funds and the supervision of their distribution. It is impossible to form any estimate now of the amount of money which will be needed; but it will necessarily be a large sum. Many of the families which have been afticted are poor and we must help them at the outset in providing for the funerals of those they have lost. Then again there will be a large number of orphans who ought to be cared for and homes found for them. There are several cases in which the breadwinner of a family has been taken away and the dependent ones who remain must be provided for. In order to meet pressing needs, I have directed all the heads of departments to spare no expense in doing everything possible for those who are in want of immediate aid and I have assured the Commissioners that their bills will be paid by the Board of Estimate."

The Mayor also instructed the departmental heads to employ laborers and others to take the places of the employees who were worn out yesterday after the many hours they had been at work searching for and rethe living. Health Commissioner Darlington was directed by the Mayor to make provision for the burial, at the expense of the city, in the Lutheran Cemetery in Long

Island, of all bodies which were so disfigured as to make identification impossible. Although the Mayor has instructed the Police Department to work in cooperation with the District Attorney's office in the effort to determine whether or not the calamity was caused by negligence, and i so, to fix the responsibility, he fears that the city authorities have little or no power to deal with this phase of the disaster. All power over and supervision of steamboats of the class of the General Slocum. the Mayor thinks, is vested in the Federal Government, and in that case his hands

"However," the Mayor added, "that is matter that can rest for a few days. What we must concern ourselves with now is the work of relief. We can go into these

ther metters afterward." The Board of Estimate at its meeting to-day will authorize an issue of specia bonds in order to give the city authorities an immediate available fund for relief purposes and to pay the expenses of burying the unidentified dead. As the issue will require the sanction of the Aldermen, a special meeting for that purpose has been called by President Fornes for Saturday at 10:30 A. M.

WIDESPREAD SYMPATEY.

Messages of condolence, not only from all parts of this country but from other countries, were received yesterday by the Mayor. Many of the despatches contained offers of assistance, but the Mayor will not avail himself of these until the committee which he appointed in his proclamation to provide relief funds has been organized. These are some of the messages of sym pathy which came to the Mayor and his replies to them:

LONDON, June 18, 1904. Mayor McCiellan, New York: Am greatly shocked at terrible disaster which has overtaken your city. The suffering and bereaved have my heartfelt sym pathy, and if any pecuniary help is needed would like to contribute \$1,000.

TROMAS J. LIPTON. NEW YORK, June 16, 1904. Sir Thomas Lipton, London, England:

I thank you in the name of New York for your message of sympathy. While the generous contributions of our citizens will amply provide for the afflicted, we are most grateful GRORGE B. MCCLELLAY, MAYOR.

(HLASGOW, June 16, 1904.

The Mayor, New York: The Corporation of diagow, in cour assembled to-day, unanimously passed a resolution expressive of their sincers symnathy with those bereaved or injured by the lamentable disaster at New York yesterday. Acting Chief Magistrate. NEW YORK, June 16.

se convey to the Corporation of illes gow the thanks and appreciations of the people of New York for your message of GROUGE R. MCCLELLAN, MAYOR.

Philadelphia is horrifled by the news of the fearful accident to the school children on the General Slovum. Our most spaces sympathy.

is extended to the parents and friends, and we are most auxious to do something to help you in this great affliction. Will you let us know if there is anything we can do to help?

JOHN WEAVER, Mayor of Philadelphia. Chicago sends to New York her heartfelt and keenest sympathy on account of the terri-ble calamity which has just happened. Our own recent catastrophe makes us mournfully appreciative of the sorrow in which your city has been plunged. Please command us city has been plunged. Please command us if we may be of any assistance whatever. Sincerely yours, CARTER H. HARRISON, Mayor.

CITY OF MEXICO, June 18, 1904.
The students of the School of Engineers of Mexico send sympathy for the misfortune befallen the school children on board the General Slocum. CHICAGO, Ill., June 16, 1904

Please express our deepest sympathy to all who lost their dear ones in the awful disaster. POLISE NATIONAL ALLIANCE. WILDERFORCE, Ohio, June 16, 1904.
In behalf of the Bishops' council of the African Methodist Episcopal Church in session we unite in the universal mourning

which the nation is calling forth on account of the lamentable disaster which has suddealy befallen the city of New York, of which dreds of human lives in the Jen. Slocum W. B. DERRICK, B. W. ARNETT.

INDIANAPOLIS, June 16. The people of Indianapolis sympathize most keenly with you and your people who suffered on account of the appalling disaster n East River.

JOHN W. HOLTZMAN, Mayor. LONDON, June 16. Sunday School Union, representing two and a half million workers, scholars, Great Britain and colonies, assures church and elatives of profound symathy at the time of this appalling disaster. Heartfelt prayers Father may vouchsafe comfort and sus-

London, June 16. British Sunday school workers deeply grieved at sad calamity. Heartfelt sym-SUNDAY SCHOOL CHRONICLE. NEW YORK CITY, June 16. NEW YORK CITY, June 16.

Salvation Army sends to you and your
people profound sympathy. We are praying. If we can serve you, command us.
We are holding memorial services in all corps

taining grace.

Sunday.
Col. CHARLES MILES, Field Secretary. AUBURN, N. Y., June 16.

A. T. SCHAUSSLE, Secretary. THE MAYOR'S CONDOLENCE. Mayor McClellan sent yesterday this letter to Pastor Hass:

New York State Sunday School Convention.

NEW YORK, June 18, 1904.
The Rev. George C. F. Haas, Pastor St. Mark's
Lutheran Church, New York City. SIR: On behalf of the people of our city and myself, I express to you and to your stricken flock the sentiments of sorrow which pervade this community at the awful ca-lamity which has come upon you.

In the hope that we may lessen in some degree the anguish which you and your people suffer, I have appealed to the generosity of our fellow citizens to render financia aid to those who may need it to care for their sick and to decently bury their dead. We all hope that courage may be given to you to bear up under your great affliction.

Respectfully,
GEORGE B. McCLELLAN, Mayor. ARCHBISHOP FARLEY'S SYMPATHY. Many letters of condolence were re

seived yesterday by Dr. Haas. This one came from Archbishop Farley: REVEREND AND DEAR SIR: I beg to tender to you and your afflicted people my most sincere sympathy in the presence of the appalling calamity that has fallen upon then and you through the burning of the Genera Slocum, and I know my feelings are fully shared by the whole body of the Catholic lergy and laity in New York.

May the Giver of all strength comfort you

and yours in this their dreadful hour of sorrow. Believe me, very sincerely yours, JOHN M. FARLEY, Archbishop of New York. Julius Harburger of the Teuth Assembly district Tammany committee sent out a call yesterday for a meeting this evening at 42 Second avenue to take steps toward relieving distress among the survivors of

ne catastrophe and the relative of the dead.

At the meeting of the Jefferson Demo-cratic Club of the Thirty-fifth Assembly district, in The Bronx, last night, \$250 was subscribed to the fund for the sufferers, and

resolutions were passed urging that the authorities make a rigid investigation into the cause of the disaster.

Resolutions were passed at the meeting of the Local Board of Morrisania, Twenty-fourth district, Borough of The Bronz, last night, calling upon the Federal, State and municipal authorities to inquire into the cause of the disaster and take all necessary steps to prevent a repetition of such

At a meeting of the Catholic Club last evening resolutions of "sympathy for the afflicted congregation of St. Mark's German Lutheran Church" were offered by Senator Thomas C. O'Sullivan and adopted, and the president of the club, Judge Giegerich, was instructed to express to the Rev. Mr. Haas the club's "willingness to cooperate with him in any plan of financial relief." The Republican county committee at a meeting held last night in the United Charities Building adopted resolutions expressive of sympathy.

Message of Sympathy From the Presiden

of France. WASHINGTON, June 16 .- The first officia neesage of sympathy from a foreign chief of state in connection with the Genera Slocum horror came to President Roosevelt to-day from the President of France. It

was as follows: PARIS; June 16, 1904. Profoundly moved by the awful catas rophe of the General Slooum, I have it at heart to address to your Excellency my sipoere condolences and to send to the familie of the victims the expression of my sorrowful sympathy. EMILE LOUBET.

The President sent this response: WASHINGTON, June 16. profoundly appreciate the friendship sympathy which prompted your Ex beg you to accept, in behalf of the afflicted families and the people of the United States,

my sincere thanks. TREODORE ROOSEVELT. ENTITLED TO GET DRUNK. Pelice Help a Fireman of the Tug Wad

to Get Some Sleep. Edward Carroll, a fireman of the tugboat Wade, who did gallant service at the wreck of the Slocum, and his friend, William Hermann, were found last night by a policeman of the 126th street station in a helpless condition under the Third avenue bridge over the Harlem. Carroll had a copy of an afternoon paper with his picture in it, and when he was arraigned pefore Sergeant Maglin he said brokenly that he was the fireman on the tugbon Wade who had saved many lives. He waved the paper and asked the sergean if the picture was not a good enough cre-dential to entitle him to liberty.

The sergeant told Carroll that he would not be locked up, but merely detained until he had had a good night's rest. Carroll said that he had been thirty-six hours without that he had been thirty-six hours without sleep, and was so exhausted that he feared he had taken rather too much stimulant to revive himself. The sergeant said:

"You have done fine work and you deserve praise, but you are in no condition just now to go home. I'll have a couple of cots fixed up for you and your friend and when you have had a good rest we will not detain you any longer."

Carroll thanked the sergeant on behalf of himself and his friend and was put to bed.

The PIANOLA

In the Summer Home

A NEW RENTAL PROPOSITION For the Summer Season

WE HAVE inaugurated a new plan for the rental on exceptionably favorable terms during the summer of terms during the summer of

> 1. A New Plano 2. A Slightly Used Pianola 3. A Subscription to Our Circulating

Library of Music Rolls A sum has been fixed to cover the use of the above combination which will enable owners of summer homes to have the best of music -and all the music they require-during the vacation season on extremely reasonable terms.

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For the person who has desired to test the Pianola but has hesitated to make the full investment that the purchase of a new instrument would require, this is an exceptional opportunity.

The Aeolian Co. Acolian Hall, 362 Fifth Ava.

30,000 VISIT THE MORGUE.

ALL DAY THRONG TO SEE THE of the belongings of the dead. There were DEAD FROM THE SLOCUM.

One Woman Tries to Leap From the Pier After Finding Her Mother's Body

Two Pairs of Twins Dead From One

Family-But 60 Unidentified at & P. M.

More men and women than ever visited the Morgue in one day before went there yesterday in search of their dead from the General Slocum. From dawn until after midnight the searchers came and went and after them came the undertakers to carry away the bodies which had been identified. Before the day's end, it was estimated that 30,000 persons had visited the deadhouse. A great part of these came

merely out of curiosity. The dead were brought down from North Brother Island in such coffins as the Department of Charities could provide and laid in two long lines on the pier of the Department of Charities.

The supply of coffins in the department was easily exhausted, and when Commissioner of Charities Tully learned of this fact he issued orders to buy as many coffin from dealers in Manhattan as could be supplied in a hurry and delivered at the pier The result was that while most of the bodies were in plain wooden boxes not a few were in more elaborate cloth covered

BIG FORCE OF POLICE ON WATCH.

Police Captain Shire of the East Thirtyfifth street station stationed, at dawn yesterday, eighty patrolmen, with two sergeants and two roundsmen, at the pier and along Twenty-sixth street as far west as First avenue. Capt. Shire anticipated that, between 6 and 8 o'clock, an unusually large number of persons would visit the Morgue, and he wanted to keep the crowd orderly.

not far from 7,000 persons visited the pier. Then the stream of visitors melted away, and the crowd was not dense until about Fanny. Mrs. Mollinor had her three Then its size increased, and by 6 o'clock ast evening a column of men and women,

The wisdom of the plan was plain. It

s estimated that between 6 and 8 o'clock

eight files deep, extended from near the river end of the pier out into and up Twentysixth street to First avenue. The early evening crowd was made up argely of working men and women who went home from work by way of the Morgue.

GRIEF-STRICKEN WOMAN TRIES SUICIDE. After the crowd had considerably thinned out yesterday morning a young woman, all in black, walked along one line of coffins and stopped beside one in which was the body of a white-haired woman.

The young woman kneeled beside the coffin and exclaimed: .
"Oh, mother, it's you. And I sent you. I told you it would be pleasant and so you

went, and I killed you. The daughter left the coffin and walked straight to the opening where the boats tie up. As she reached the edge of the pier, she looked at the water a moment then stepped backward and dashed forward, apparently to jump off the pier.

A Bellevue woman nurse who happened

to be passing got directly in the way of the

woman, knocking her down. Several

policemen rushed to the assistance of the nurse, and finally carried the young woman to the psychopathic ward. HER MOTHER AND CHILDREN EILLED. The physicians said that it was simply case of acute hysteria, and that the sufferer would come back to herself in an hour or two. That was what happened

and when the young woman regained her senses she said she was Mrs. Katharine Diamond of 79 Mangin street. She said that her mother, Mrs. Katharine Birmingham, had gone on the Sunday school excursion, taking Mrs. Diamond' two children with her. Mrs. Diamon had wanted the children to go, and thought that it would also be a pleasant outing for her mother. Mrs. Birmingham, it was learned, took the Diamond children in her arms, rushed to the after part of the boat, and was preparing to lear overboard when the upper deck gave way

and crushed out the lives of both the chil dren and their grandmother. Other visitors in the morning were Charle Ottinger of 91 East Seventh street and his two daughters, Katharine and Lillian. The three, with a son George, are the only enes left of a family of nine. The Ottir gers were parishioners of St. Mark's Church, and Mrs. Ottinger, with her two pairs of twins. Charley and Emma, 11 years old and Arthur and Andrew, 7 years old, were among those who went on the excursion. Ottinger first found Charley and Emma and a little way up the second line the three found Mrs. Ottinger's body, with her two twin boys, Arthur and Andrew, clasped

in her arms. MOTHER AND SIX CHILDREN MISSING. Detective Sergeant Mc Cafferty was one of the early comers. He said he was looking for the body of Mrs. Todt, the janitrees of the house at 103 East Seventy-fifth street, where McCafferty lived. He said that Mrs. Todt, with her daughter, Mrs. Henry Hermann of 410 Fifth street, and Mrs. Her mann's six children, had been passengers on the Slocum. He found the body of Mrs. Todt, but could not get any track of Mrs. Hermann or the children.
The steamer Fidelity gov to the piss al

10 o'clock with four bodies, and the Massasoit got in at 2:45 with thirty-nine more. The Massasoit also brought flown from North Brother Island a considerable cargo two baby carriages filled with children's straw hats. There were also several barrels full of women's handbags, purses and belts. Many of the purses contained con-

siderable sums of money.

After the bodies had been taken off, the first mate of the Massasoit concluded that the best thing he could do, for the safety of the valuables on the boat, was to keep them in his own charge. Capt. Shire, on the other hand, insisted that they be turned over to the police. (The captain and the mate got into a heated argument, which was finally settled by turning all the valuables over to the charge of Assistant Super-

intendent Richard of Bellevue. OF ELEVEN, ONLY TWO RETURNED. One of the most striking cases of the wiping out of almost a whole family was furnished by Henry Kassebaum of 198 Guernsey street, Greenpoint. He said that he was looking for the bodies of Mr. and Mrs. Henry C. Schnude of 426 East Seventy sixth street. Mr. Schnude was his fatherin-law and a deacon in St. Mark's Church. Mr. and Mrs. Schnude, their unmarried daughter, Annette, about 30 years old. Mr. and Mrs. Henry C. Schnude, Jr., the latter's two small children, Grace and Mildred, and old Mr. and Mrs. Schnude's two other daughters, Mrs. Kassebaum and Mrs. Freda Toniport, and the last named's two children, Francis and Charlotte, were all aboard the boat. All of the

family lost their lives, except Mrs. Kassebaum and Annette Schnude. A Salvation Army lassie belonging to Harlem Corps 4 came to the pier yesterday afternoon with Mrs. Green, the mother of Capt. Green, commander of the corps. She said that she sought the bodies of four former members of her corps who had gone on the excursion. They were Mrs. Julia Dunn, Miss Fannie Irving, Miss Mary Higgenbuscher and Mrs. Mollinor. who lived in Mount Vernon. With Mrs. Dunn were her two children, Arthur and bildren with her. Miss Irving and Miss Hagenbuscher had been employed for some time at the Astor Library. The Salvationists had not found any of the bodies up to a

late hour last night. BUT SIXTY UNIDENTIFIED AT 5 O'CLOCK. Coroner Scholer, at 5 o'clock yesterday afternoon, said that 432 bodies had been identified on the pier during the day and

that only sixty more were at that time

unidentified. Up to that hour, according

to the Coroner, the bodies from the disaster numbered 502. Health Commissioner Darlington said last evening that he had completed arrangements to have the unidentified bodies em-

balmed for preservaton. After the embalming has been done the bodies of men, women and children will be separated and arranged in separate rows to facilitate the task of identification and mitigate as much as possible the horrors to be borne by seekers for their dead.

PIER CLOSED AT MIDNIGHT. The Charities Pier was closed at midnight last night in order that the bodies remaining unidentified might be embalmed. Undertakers having permits for the removal of bodies already identified were ordered to remove them immediately, and a general clearing up of the pier was begun.

The Fidelity left the Charities pler

10 o'clock to bring down the last of the bodies at North Brother Island, twenty-five in all. These bodies would not be accessible for identification, Coroner Scholer said, until morning.

The band hired by the city to play on the recreation pier at the foot of East Twenty-fourth street, two blocks away from the Morgue, started their evening

programme as usual at 7:30 last night. The music of the lively tunes was carried to the ears of the thousands waiting in line on Twenty-sixth street for their turn to file by the coffins As soon as Commissioner Tully heard of

it he sent word to the recreation pier to have the music stopped, and it was. MANY OF THE DEAD INSURED.

Companies Doing an Industrial E Already Paying Up. A very large number of those who perished in the wreck of the Slooum were insured in companies which make weekly collections through their agents, who go from house to house. The insured were mostly of the frugal and thrifty German

In one instance five of a family who met death in the disaster, including a grandmother, had insurance, varying from \$50 to several hundred dollars, in the Metropolitan company. It was said yesterday at the office of this company that thirty claims for amounts between \$15 and \$500 had been presented and paid, and that it was estimated that there were 124 persons, including many children, aboard the Slocum, who were insured in the company.

Supt. J. E. Brown of the John Hancock company said that he expected to receive

were filed yesterday.

Many of the viotims were insured in the Prudential company for amounts varying from \$25 to not more than \$200. The Prudential issued a notice that all claims would be paid on demand and that the usual legal formula would be dispensed with.